

Message Text

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ORIGIN EB-06

INFO OCT-01 EA-06 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOTE-00 INR-05 NSAE-00 RSC-01 FAA-00 FEA-01 AEC-05

AID-05 CEA-01 CIEP-01 FPC-01 H-01 INT-05 L-01 NSC-05

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FM SECSTATE WASHDC

TO AMEMBASSY CANBERRA

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E.O. 11652:N/A

TAGS: EAIR, ENRG, AS

SUBJECT: CIVAIR- AVIATION FUEL REGULATIONS

REF: CANBERRA 6911

1. FYI US HAS PREVIOUSLY TAKEN POSITION THAT DISTINCTION BETWEEN DOMESTIC AND INTERNATIONAL CARRIERS IN FUEL ALLOCATION REGULATIONS IS NOT PER SE A VIOLATION OF FAIR AND EQUAL OPPORTUNITY PROVISION OF BILATERAL OR MULTI-LATERAL AGREEMENTS. END FYI

2. NOTWITHSTANDING ABOVE, YOU SHOULD INFORM APPROPRIATE GOA AUTHORITIES THAT USG FUEL ALLOCATION REGULATIONS
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NOW GIVE INTERNATIONAL CARRIERS ACCESS TO DOMESTIC FUEL

DESPITE STRONG OPPOSITION FROM US CARRIERS, OIL COMPANIES
AND OTHER INTERESTED GROUPS. TREND IN OUR FUEL
REGULATIONS IS TOWARDS BLURRING ECONOMIC DISTINCTION
BETWEEN INTERNATIONAL AND DOMESTIC CARRIERS PARTLY IN
RECOGNITION OF THE SERIOUS FINANCIAL DIFFICULTIES CON-
FRONTING THE INTERNATIONAL AVIATION INDUSTRY. THE GOA
POLICY COULD STRENGTHEN POSITION OF OPPONENTS OF THE US
FUEL ALLOCATION PROGRAM AND GIVE OTHER NATIONS AN EXCUSE
TO ADOPT OTHER PRACTICES IN FUEL
ALLOCATION CLEARLY IN VIOLATION OF EXISTING BILATERAL

AGREEMENTS. IT SHOULD ALSO BE NOTED THAT UNDER PRESENT
FEDERAL ENERGY ADMINISTRATION REGULATIONS, THE
ALLOCATION OF AVIATION FUEL TO AN INTERNATIONAL CARRIER IS
SUBJECT TO MODIFICATION UPON A FINDING THAT ITS
GOVERNMENT DISCRIMINATES IN THE ALLOCATION AND PRICING
OF AVIATION FUEL FOR US CARRIERS. HENCE SHOULD THE GOA
POLICY RESULT IN DISCRIMINATION AGAINST US CARRIERS, WE
WOULD BE REQUIRED TO INITIATE APPROPRIATE RETALIATORY
MEASURES AGAINST QUANTAS. WITHOUT SPECIFICALLY THREATENING
RETALIATION YOU SHOULD REMIND GOA AUTHORITIES OF THIS
PROVISION IN US FUEL ALLOCATION REGULATIONS AS A FACTOR
WHICH THEY SHOULD CONSIDER IN REVISING THEIR OWN REGU-
LATIONS. INGERSOLL

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